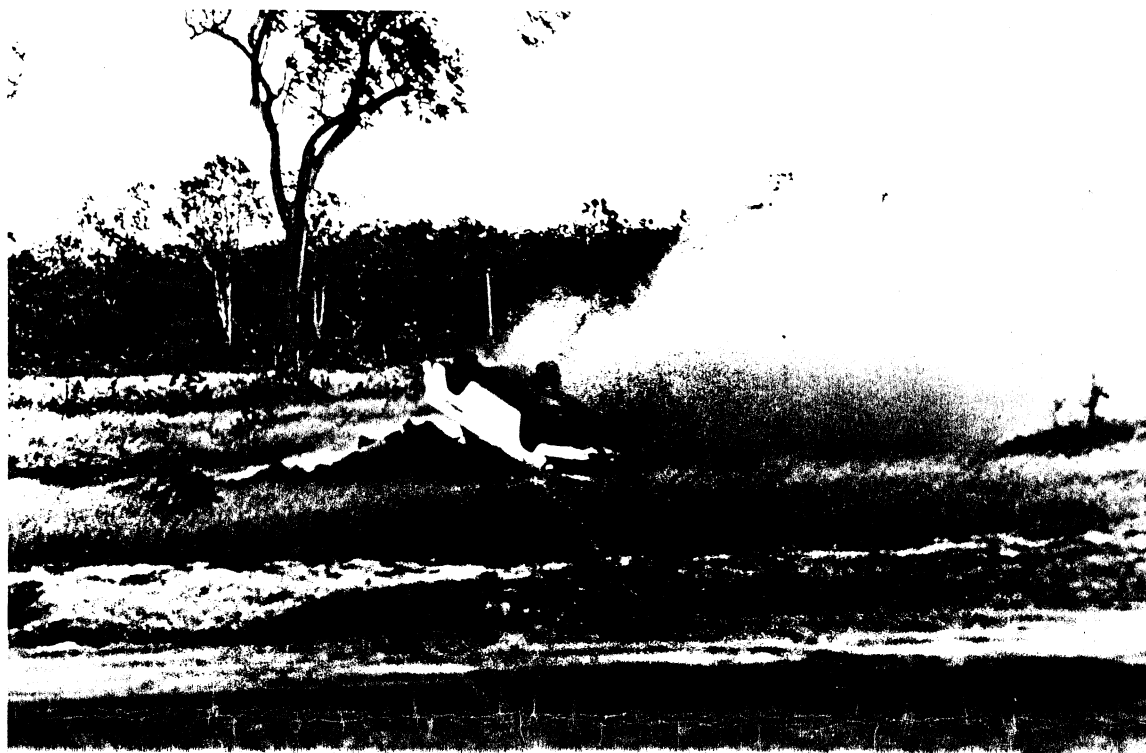


WHEELSPIN

A Publication of the
Twin Cities Autosports Club



Issue 6 - September / October 1995

TWIN CITIES AUTOSPORTS CLUB

PRESIDENT:	Greg Van Dinter
VICE PRESIDENT:	Shawn Eggins 019 480 886
SECRETARY:	Linda Down & Jo Kelly
TREASURER:	Lindsay Stone BH 276440 AH 745530
CLUB CAPTAIN:	Ron White
PUBLICITY OFFICER:	John McMahon
CLUB SCRUTINEER:	Lee Williams
EDITOR:	David Reiml BH 732428 AH 252930

EDITOR'S NOTES

Again, this issue is late - at least it is late on a regular basis! Thanks to all who attended Cardwell Rally, either competing or officialing. Another well run and won event. Congrats to Shawn Eggins, and commiserations to Leigh Achterberg - then's the breaks, unfortunately. A round of applause also goes to Speedy for his efforts in his newly acquired Datsun 1600. For interested parties, the car is now for sale - see ad later in mag. The trophy presentation was finally made at Ken Long's place & the official results are included later.

Congrats also to Leigh & Boxhead for winning the Lynn Perrin Rally in Rockhampton last month, and to Shawn & Geoff Millar for their second placing. No doubt most of you have heard of Basic's famous first-ever speech at the presentation. He has promised never to do it again! Second congrats to Shawn for his win at the Dray Park Autocross in Proserpine. The weather held fine for the entire weekend & everyone had a ball - except for Michael Corbishly, who rolled his Commodore in the top corner. No injuries, luckily. And for all those Mazda knockers out there, my car finished the event with a reasonable result - not last & not broken! Who said rotaries don't go?

Cathu Rally is on & if you haven't already registered, then it's not too late. Entries close this Friday, 18th November, with the Rally the following Saturday, 25th November. Supp. Regs are available from Shawn Eggins.

Mackay Club has also sent Supp. Regs for an Autocross to be held in the Mackay Speedway. It looks like an interesting event, to be held the weekend of 10/11 December, with \$50 entries closing on 2nd December. It is basically the same as Proserpine's Dray Park event, with a few more obstacles, such as grids & water splashes and some off-roader jumps, which rally cars can bypass. It is 1.6 km in length, with racing both days. Don't make excuses - get your cars ready & compete. The more the merrier. Again, details through Shawn Eggins.

PRESIDENT'S REPORT

It's time for my quarterly, sorry monthly report. Yes, it's been a while since I last wrote to you all. I do have a good excuse though. "I couldn't be bothered!" Seriously, I have been a bit slack. Now I have to try and get back in David Reind's good books.

Part of the reason for a lack of reports is simply to do with what has been on over the last few months. Mobil 1, a trip to Brisbane, a trip to Perth, setting Cardwell Rally and other incidentals.

As you all have heard before or saw for yourselves the Mobil Trial was a great event. I would like to thank all those who helped personally, but many people came from out of the blue, and probably won't be seen again until next Mobil 1 Trial, so I just can't do that. A sincere thank you now will have to suffice. "THANK YOU!"

I have received a Thank You letter also, from Bob Watson, the Director of the event, as well as a Mobil 1 jacket (which I think should be raffled off within the club) in appreciation of our efforts.

At the time of the Mobil Trial, Errol Bailey from Brisbane was up here taking a look around. He made a concerted effort to chat with us, namely Heckler & myself, about holding a round of the QRC here in 96. As many who attend the meetings may already know, our thoughts on this are that we should make every effort to hold a round of the QRC at Cardwell on the last weekend of June 1996. To hold such an event will take a lot of energy on our behalves. "We can do it!" It will be great for us and our club as a whole. At the October meeting we would like to form 2 committees, 1 for the Rally side of the event, and the other for the managerial side. So be there to play your part.

Cardwell Rally this year is right on schedule - we have left everything to the last minute!! The roads are good - better than last year. Hopefully the event can top last year's success. I've been a bit down but I would have enjoyed the rally more if it had been a bit later. I hope so.

Harry Anderson, the first place-getter at Cardwell, has kindly donated the club a Mitsubishi Galant. It is for us at events like Motorkhanas, Lee's Farm, etc. It is not registered but apparently goes like speedy with a woman..... Quickly!!

Having a club car presents a few problems, though. Giving it a home and then looking after it. Currently Phil Mason is doing a bit of hunting around for a shed at the right price. This will also give us somewhere to put the club caravan, and other gear we have got. As well as a place for some of us to put our cars, have meetings, get on the piss, etc. An essential part of any club.

The other problem with a club car is maintaining it. My own view is a charge, say \$10-15 per person at events to help cover costs, plus the old rule - U bend it, U mend it. This is just 1 idea so those who have other views on how to keep the clubbie going please share them at our next meeting. The car is a good idea if everyone chips in and does their bit. If not, it will go to waste and not get used.

It was good to see a few new faces at Lindsay's Mudacross a couple of weeks ago. I did not compete but had a ride with Lee in the Mazda - What a Rocket! Even in the wet, it looked as though most enjoyed themselves and depending on when you read this, I hope to see or have seen you all at Cardwell.

Cop-U-Later

Goofrey

CLUB CAPTAINS REPORT

Not much to report this month - everyone must still be recovering from Mobil 1-itis. We have however managed to put together and run another Cardwell Rally for the year and I must say without a hitch. Congratulations on a job well done to both Greg & Geoff, they must still be in Mobil 1 mode. I was pleased to see we weren't stuck for control officials this year, well done to all those people who helped. Thanks also to Lindsay and his family and helpers for providing the much appreciated food and drinks.

Discovered during the setup for the rally was the lack of arrows, signs and bunting. We ran out of arrows and had to make some on the Saturday and could have done with more road closed signs and bunting. If you have, or know where all our signs etc. are please return them to the caravan at Lindsay's place. There is going to be a working bee to clean up and make more signs for next years' QRC, because we'll need lots of them. While on the subject, if you can get hold of more bunting from somewhere (legally), maybe a car yard, it would be appreciated. I have donated a "borrowed" banner to the club which Phil Russell has volunteered to paint up as another club banner.

At the next meeting (16th October) the QRC will be discussed and a committee will be formed to organise the planning, promotion and running of the event. Don't forget to turn up to provide help & ideas.

Ron White

The Ultimate Accident Investigation Report

Dear Sir:

I am writing in response to your request for additional information. In block number 3 of the accident reporting form, I put quote--poor--planning--unquote as the cause of my accident. You said in your letter that I should explain more fully and I trust the following details will be sufficient.

I was a bricklayer by trade. On the day of the accident, I was working alone on the roof of a new six storey building. When I completed my work, I discovered that I had about 200 kg of brick left over. Rather than carry the bricks down by hand, I decided to lower them in a barrel by using a pulley which, fortunately, was attached to the side of the building at the sixth floor.

Securing the rope at ground level, I went up to the roof, swung the barrel over, and loaded the brick into it. Then I went back to the ground, untied the rope and held it tightly to ensure a slow descent for the 200 kg of brick. You will note in block number 11 of the accident reporting form that I weigh 70 kg.

Due to my surprise of being jerked off the ground so suddenly, I lost my presence of mind and forgot to let go of the rope. Needless to say, I proceeded at a rapid rate up the side of the building. In the vicinity of the third floor, I met the barrel coming down. This explains the fractured skull and broken collarbone.

Slowed only slightly, I continued my rapid ascent, not stopping until the fingers of my right hand were two-knuckles deep into the pulley. Fortunately, by this time I had regained my presence of mind and was able to hold tightly to the rope in spite of my pain.

At approximately the same time, however, the barrel of bricks hit the ground and the bottom fell out of the barrel. Devoid of the weight of the bricks, the barrel now weighed approximately 20 kg. I refer you again to my weight in block number 11. As you might imagine, I began a rapid descent down the side of the building.

In the vicinity of the third floor, I met the barrel coming up. This accounts for the two fractured ankles and the lacerations of my legs and lower body. The encounter with the barrel slowed me enough to lessen the injuries when I fell onto the pile of bricks and, fortunately, only three vertebrae were cracked.

I am sorry to report, however, that as I lay there on the bricks--in pain, unable to stand, and watching the empty barrel six stories above me--I again lost my presence of mind. I LET GO OF THE ROPE!

Author Unknown, Courtesy of R. Todd Brown, Safety News

GENERAL MEETING
18TH SEPTEMBER, 1995

PRESENT: L. Stone, G. Ross, K. Long, S. Croft, R. White, J. McCombe, P. Russell, D. Reinl, J. Kelly, B. McCarthy, G. Van Dinter

Meeting declared open at 7.15pm

TREASURER'S REPORT

Approximately \$800.00 in the bank although there are still some bills to be paid.

CLUB CAPTAIN'S REPORT

Thanks to everybody for helping at Cardwell.

Please return any bunting and arrows and anything else you may have collected in the clean up of the roads as we are running out of this sort of thing.

We may need to make some more if they keep disappearing.

QRC Committee to be set up at next meeting.

Mail Checked (Permit etc).

PRESIDENT'S REPORT

Thanks to Fulcrum for their Sponsorship.
Need to organise a Plaque for Fulcrum for their continued support of the event.

GENERAL BUSINESS

Bathurst Party Sunday 1st October, at Ken Long's place. BYO everything from beer to chairs.

Dray Park event 7th and 8th October.
Club Car is available for use.
Still need someone to look after the car.

Outstanding monies to be paid \$200.00 to be sent with letter.

Ironman event November 11th and 12th.

Saturday morning - Motorkhana at the Drag Strip

Saturday afternoon - Nightrun

Sunday all day - Khana/Autocross - Crystal Creek

Entry Fee \$50.00 for weekend or \$30.00 for day.

LATE ENTRY FEE \$100.00.

Forms will be in next club mag.

Working Bee to be organised for the Trailer date to be notified.

Meeting closed 8.15pm

GENERAL MEETING
16TH OCTOBER, 1995

PRESENT: L. Stone, J. McCombe, P. Russell, D. Reinl, G. Van Dinter, S. Eggins, M. Jenkins, H. Probst

Meeting declared open at 7.20pm

TREASURER'S REPORT

PI Insurance to be paid for the club.

PRESIDENT'S REPORT

Thanks to Fulcrum for their Sponsorship.
Need to organise a Plaque for Fulcrum for their continued support of the event.

GENERAL BUSINESS

QRC date to be set 15/16 or last long weekend in June. Check with Heckler about procedure for application to run QRC.
Cardwell results presentation to be Sunday 29th October.
Committees to be elected for QRC.
Cathu Forrest rally currently being set date 25th November.
Ring Lee Williams about Iron Man Weekend.
Phil to confirm about use of Motorcycle track for club and use of Stuart Drive In.
Lindsay and Phil to ask about use of old flat track behind Oonoonba.
Greg to talk to Jeff Sampsen about land.
Someone to contact the man in Greenvale about his facilities.
Paul McCubin has offered his property for use for an Autocross.

DIVISION 1

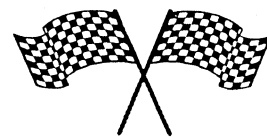
	<u>VECHILE</u>	<u>SEC 1</u>	<u>SEC 2</u>	<u>SEC 3</u>	<u>SEC 4</u>	<u>SEC 5</u>	<u>SEC 6</u>	<u>SEC 7</u>	<u>SEC 8</u>
CREW	1600	5.33			6.32		10.42		5.25
EGGINS-MILLER	STARION	5.22			6.12		10.29		5.10
ACHTERBERG-ROSS	RX 2	5.45			6.32		10.47		5.34
STONE-CROFT	RX 2	6.51			8.46		12.15		6.34
VIGOR-MILLER	626	5.39			6.44		26.34		5.40
MCCARTHY HARRISON	1600	6.20			7.36		10.13		5.50
LEWIS-CAVILL	ESCORT	6.12			7.31		11.47		5.50
DONOVAN-JUPP	120 Y	5.57			6.53		11.37		5.45
ANGELO-MILLER	1600	5.34			6.48		11.17		5.24
OGILVE-TRIMMER	1200	5.42			6.55		13.52		5.18
MCCUBBEN-ELLSLEY			<u>SEC 9</u>	<u>SEC 11</u>	<u>SEC 12</u>		<u>SUB TOTAL</u>		
		6.39			10.24		45.15		
		6.27			10.14		43.54		
		6.56			11.06		46.40		
		9.47			11.50		56.03		
		D.N.F					D.N.F		
		7.44			11.08		48.51		
		8.23			11.11		50.54		
		7.25			11.15		48.52		
		7.13			11.20		47.36		
		8.01			10.50		50.38		

DIVISION 2

	<u>SEC 1</u>	<u>SEC 2</u>	<u>SEC 3</u>	<u>SEC 4</u>	<u>SEC 5</u>	<u>SEC 6</u>	<u>SUB TOTAL</u>	<u>TOTAL</u>
CREW		16.41		6.48		11.14	34.43	79.58
EGGINS-MILLER		15.44		6.23		D.N.S		
ACHTERBERG-ROSS		D.N.F						
STONE-CROFT		26.58		9.09		15.56	52.03	108.06
VIGOR-MILLER		D.N.S						
MCCARTHY HARRISON		42.04		8.20		12.20	62.44	111.35
LEWIS-CAVILL		19.24		8.10		14.04	41.37	92.31
DONOVAN-JUPP		18.25		7.34		13.34	39.93	88.25
ANGELO-MILLER		17.38		7.36		13.03	38.17	85.53
OGILVE-TRIMMER		19.34		8.16		26.30	54.20	104.58
MCCUBBEN-ELLSLEY								



WHITSUNDAY SPORTING CAR CLUB



P.O. BOX 1115 AIRLIE BEACH 4802 QLD.

NAME / CLASS	TIME
CLASS A	
1 Lindsay Jackson	12.15.56
2 Heath Jackson	13.11.39
3 Peter Baker	13.56.83
CLASS B	
1 Paul McCubben	10.59.42
2 Ross Angelo	11.27.26
3 Rob Leach	11.30.56
4 Phil Mason	11.33.63
5 Ken Donovan	11.37.08
6 Lindsay Jackson	11.44.40
7 Duncan Harris	11.47.35
8 Tracy Jupp	12.00.13
9 Steve Miller	12.03.02
10 Justine Jackson	12.24.11
11 Peter Miller	12.32.83
12 Kerry Miller	12.50.64
NO CLASS C	
CLASS D	
1 Shawn Egghs	10.55.40
2 Ollie Gattringer	11.41.99
3 Shane Ogilvie	11.50.23
4 Paul Cooper	11.56.96
5 Raelene Miller	12.17.56
6 Fred Gattringer	12.21.53
7 Tony Cameron	12.30.71
8 Nicole Gattringer	13.19.17
9 Steve Cooper	DNF
10 Shane Cooper	DNF
CLASS E	
1 David Reiml	11.51.27
2 Fred Trimmer	12.02.14
3 Lindsay Stone	12.06.26
CLASS F	
1 Peter Vigor	11.01.10
2 Peter Corbishly	12.04.16
3 Michael Corbishly	12.24.43
4 Norma Corbishly	12.50.50
LADIES CLASS	
1 Tracy Jupp	12.00.13
2 Raelene Miller	12.17.56
3 Justine Jackson	12.24.11
4 Norma Corbishly	12.50.50
5 Kerry Miller	12.50.64
6 Nicole Gattringer	13.19.17

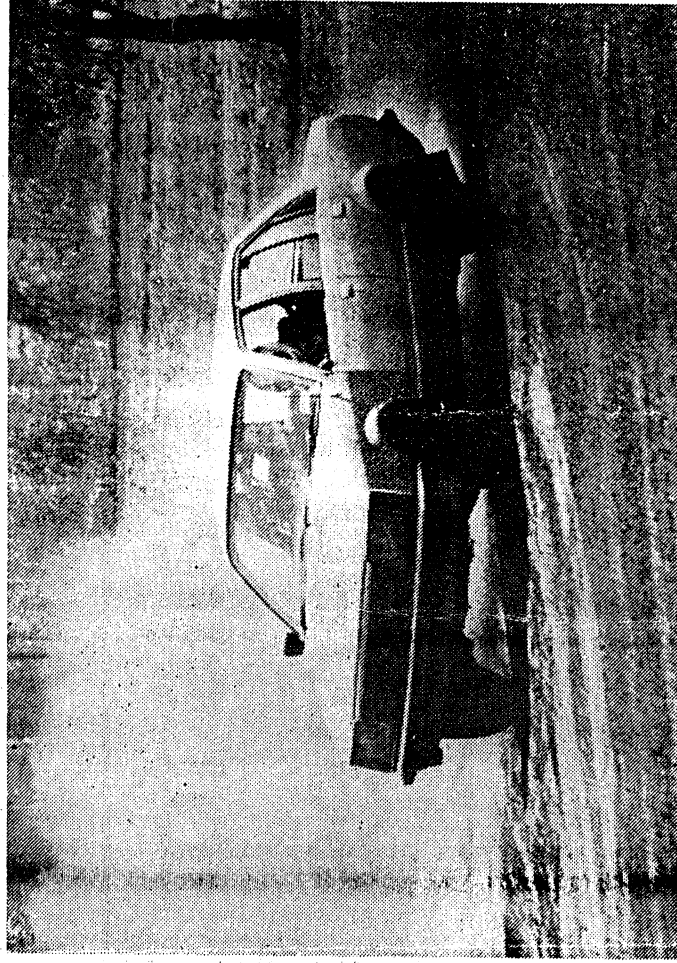
DRAY PARK AUTOCROSS

8TH OCTOBER '95

RESULTS

CAR NO.	NAME	1st Run	2nd Run	3rd Run	4th Run	5th Run	TOTAL	CUTBACK PLAC
1F	CORBISHLEY Peter	2.19.49	2.05.24	2.04.60	2.10.07	3.24.76	12.04.16	17.
2F	VIGOR Peter	2.04.73	2.00.88	1.58.54	2.00.10	2.56.85	11.01.10	3.
3F	CORBISHLEY Michael	2.08.41	2.08.49	DNF	DNF	3.09.72	12.24.43	23
4E	REINL David	2.08.44	2.06.38	2.15.53	2.08.89	3.12.03	11.51.27	12.
5E	TRIMMER Brad	2.11.63	2.12.28 2.22.28	2.11.47	2.10.36	3.16.40	12.02.14	15.
6F	CORBISHLEY Norma	2.25.09	DNF	2.17.24 2.35.53	2.20.57	3.25.32	12.50.50	26.
7B	MASON Phil	1.56.20	2.03.42	DNF 2.40.88	1.57.73	3.00.75	11.33.63	6.
8D	CAMERON Tony	2.07.67	2.17.58	Jump START	2.10.32	3.12.26	12.30.71	24
9D	COOPER Shane	2.07.97	2.08.43	2.30.88	2.36.56 DNS	DNS	DNF	32.
10D	EGGINS Shawn	1.56.01	1.56.03	1.57.83	1.59.30	3.04.23	10.55.40	1.
11D	GATRINGER Ollie	2.00.93	1.58.73	2.21.40 2.40.88	2.14.53	3.06.40	11.41.99	8
12D	OGILVIE Shane	2.01.54	2.00.41	Jump START	2.05.21	3.02.19	11.50.25	11
13D	COOPER Steve	2.09.21	2.06.15	2.12.27	2.17.97	DNF	DNF	31
14D	GATRINGER Fred.	2.18.04	2.08.73	2.25.47	2.16.68	3.12.61	12.21.53	21
15D	COOPER Paul	2.20.40	2.12.91	2.07.57	2.08.83	3.07.25	11.56.96	13.
16D	MILLER Raefene	2.16.58	2.27.48	2.09.71	2.11.30	3.12.49	12.17.56	20.
17D	GATRINGER Nicole	2.24.37	2.34.69	2.24.95	2.26.56	3.28.60	13.19.17	29.
18B	ANGELO Ross	2.02.41	2.09.74	2.06.87	2.05.15	3.03.09	11.27.26	4.
19B	DONOVAN Ken	2.04.20	2.07.49	2.18.03	2.03.88	3.03.48	11.37.08	7.
20B	MILLER Stephen	2.11.32	2.13.19	2.14.47	2.10.27	3.13.77	12.03.02	16.
21B	MILLER Kerry	2.21.43	2.21.73	2.19.77	2.29.43	3.18.28	12.50.64	27.
22B	JACKSON Lindsay	2.06.88	2.07.73	2.08.79	2.11.36	3.09.64	11.44.40	9.
23B	McCORMEN Paul	1.59.82	1.57.80	1.59.53	2.05.17	2.57.10	10.59.42	2.
24B	SUPP Tracey	2.07.18	2.07.28	2.12.45	2.19.58	3.13.64	12.00.13	14.
25B	MILLER Peter	2.09.22	2.22.73	2.24.33	2.16.06	3.20.49	12.32.83	25
26B	JACKSON Justine	2.14.01	2.11.17	2.14.19	2.22.14 2.39.43	3.22.60	12.24.11	22.
27E	STONE Lindsay	2.10.83	2.05.81	2.05.75	Jump START	3.04.44	12.06.26	18
28A	JACKSON Heath	2.23.68	2.22.57	2.25.53	2.30.57	3.29.02	13.11.39	28
29B	HARRIS Duncan	2.10.80	2.06.43	2.06.26	2.17.13	3.06.63	11.47.35	10.
30A	BAKER Peter	2.26.55	2.21.09	2.26.53	2.51.77	3.30.89	13.36.83	30.
31A	JACKSON Lindsay	2.09.40	2.07.23	2.09.72 2.35.53	2.23.33	3.22.88	12.15.56	19
32B	LEECH Rob	2.04.72	1.54.67	DNF	1.58.34	2.57.30	11.30.56	15

Spectacular dirt track car racing



There was plenty of action at Dray Park on Sunday as dirt track driving enthusiasts from Townsville and the Whitsunday Sporting Car Club strived for low times.

Last Sunday's Whitsunday Sporting Car Club autocross showed some fierce competition between local drivers and drivers from Townsville.

Peter Vigor and Ross Angelo put on a great display but couldn't match the might of Townsville's Shawn Eggins and Paul

McCubben.

Heath Jackson, the club's youngest junior member, displayed some up-and-coming talent at his first race meeting to come a close second in the 1200cc class.

The track was in excellent condition

some very fast times were recorded.

A spectacular crash by Michael Corbishly sharpened the drivers reflexes, thankfully no one was injured.

Good competition between the women also, and Tracey Jupp another visiting club

member was the winner. Raelene Miller from our local club came a close second.

Top ten placings: Shawn Eggins 1, Paul McCubbin 2, Peter Vigor 3, Ross Angelo 4, Rob Leech 5, Phil Mason 6, Ken Donovan 7, Ollie Gattringer 8, Lindsay Jackson 9, Duncan Harris 10.

CENTRAL QUEENSLAND MOTOR SPORTING CLUB INC.
LYNN PERRIN MEMORIAL RALLY 21/10/95 - THE CAVES AREA
SPONSORED BY THE TROPICAL AUTO GROUP

CAR	DRIVER/NAVIGATOR	CL.	VEHICLE	SECTIONS					TOTAL	PLACINGS	
				1	2	3	4	5		CL.	O/R
1	ACTERBERG/ROSS	PRC	STARION	21.50	1.31	2.07	10.43	5.04	62.15	1	1
2	SCOTT/SCOTT	PRC	SUBURU	21.50	1.25	2.10	10.07	5.28	72.17	4	8
3	BIMROSE/WASS	PRC	FALCON	DNS							
4	EGGINS/MILLAR	G	DAT. 1600	22.52	1.31	2.14	9.23	5.42	64.22	1	2
5	BURGESS/SAUNDERS	G	DAT. 1600	DNF							
6	RAMM/BOLT	G	DAT. 1600	23.13	1.37	2.18	10.33	5.35	65.20	2	3
7	CROWHURST/WATSON	G	DAT. 1600	DNF							
8	MURFET/ ^{TODD} RUTHERFORD	G	DAT. 1600	23.54	1.42	2.21	11.17	5.50	67.43	3	4
9	ANDREWS/HALL	PRC	MAZDA RX 7	24.45	1.36	2.21	11.47	5.57	70.26	3	7
10	BYRNE/LARNER	G	STANZA	25.17	1.35	2.21	11.16	5.30	68.18	4	5
11	RANKIN/ROLLINSON	G	GEMINI	DNF							
12	MCNEALE/SHANAHAN	PRC	COROLLA	24.38	1.44	2.25	11.19	5.59	70.21	2	6
13	REED/OLIVER	G	DAT. 1600	35.33	10.55	3.08	16.15	5.46	100.30	7	11
14	RUTLAND/COUPER	G	CELICA	25.54	1.46	2.39	11.24	6.19	73.54	5	9
15	FEHLHABER/TANZER	G	DAT. 1600	51.33	1.44	2.30	12.04	6.02	97.24	6	

The Mackay Off Road and Rally Car Club is happy to advise that our new Autocross circuit is almost completed and will be operating its first CAMS meeting on 9th/10th December.

The circuit has been designed by the rally club for the Mackay International Motorsports Complex. Included in the track are four (4) jumps, two (2) water traps, two (2) fake cattle grids, step downs, hair pin corners, high speed straits and much more.

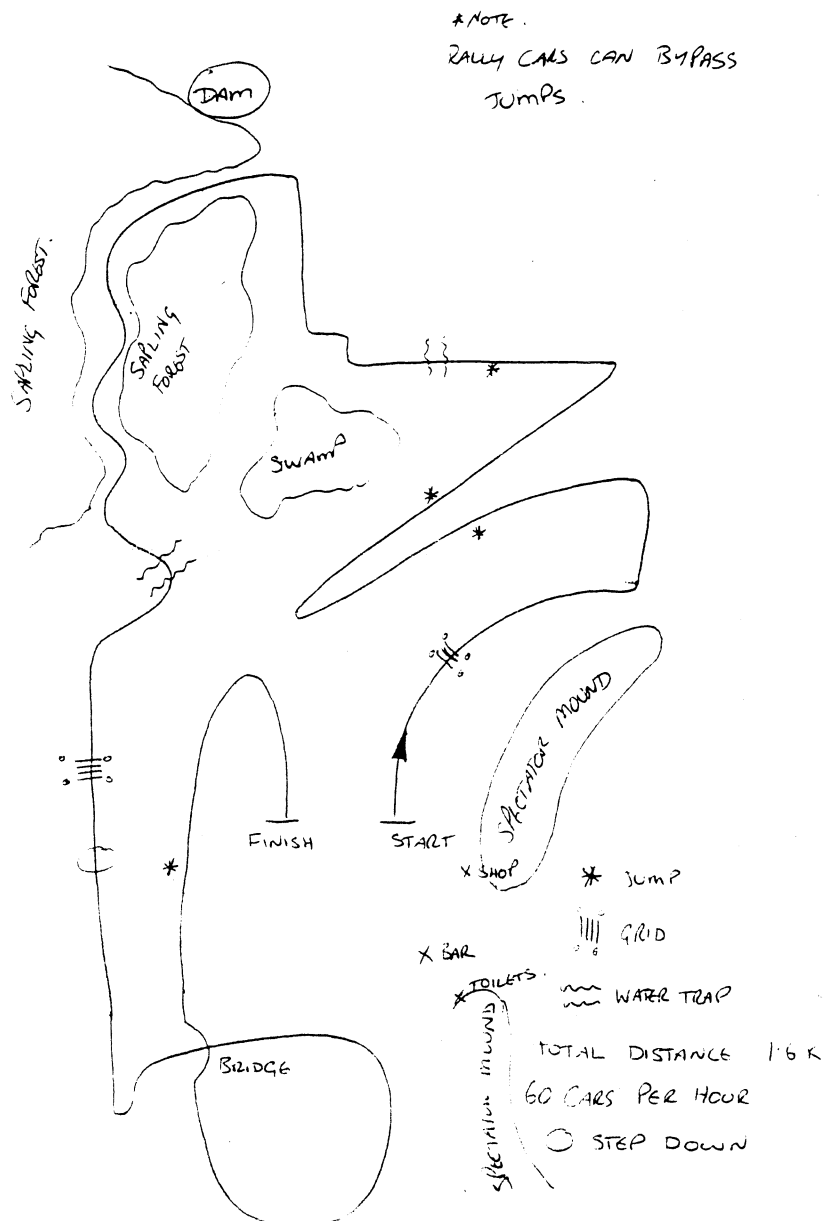
Toilets, bar, shops and camping facilities are all on site for drivers and spectators use. Racing will be Off Roaders and Rally Cars.

Cars will leave at one (1) minute intervals.

Times:

Scruiteneering:	9am - 11am
Saturday Start:	12 midday - 5pm
	Meal break
Saturday Start:	7pm-11pm
Sunday Start:	8am - 12 midday

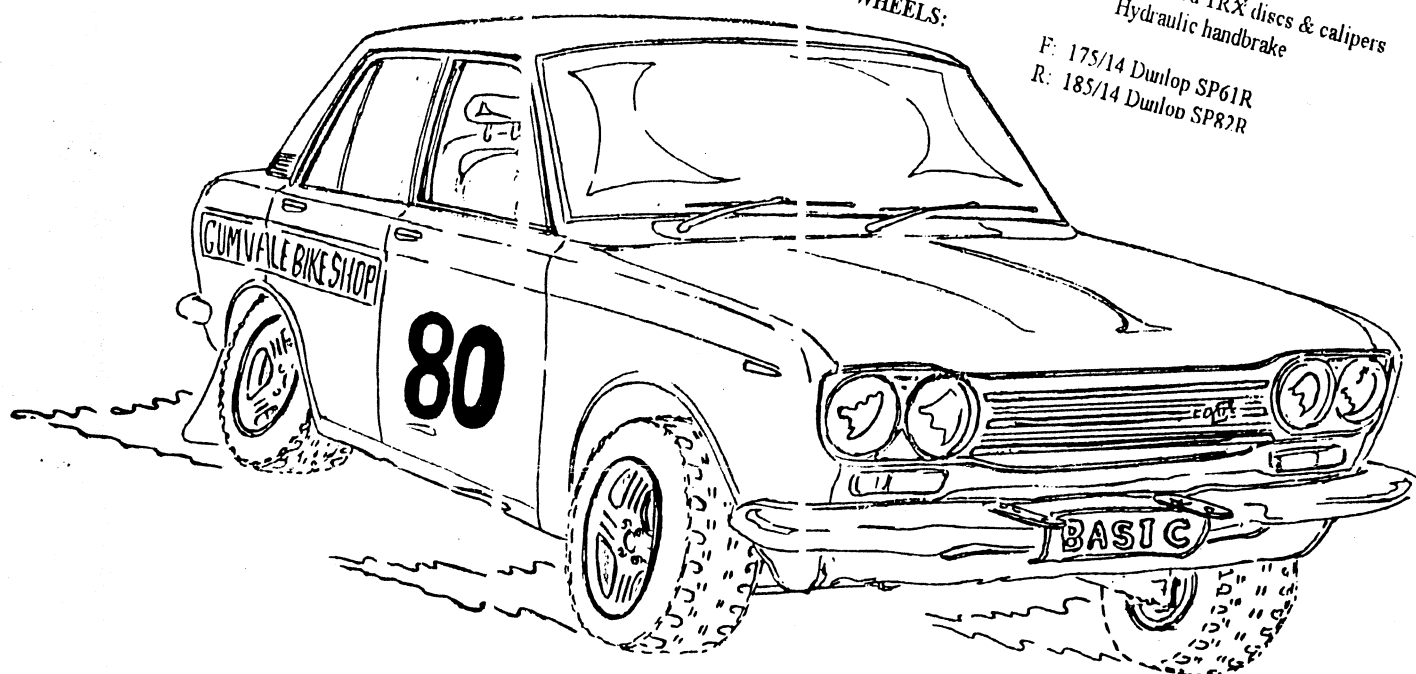
If requiring any information please call Tony Cameron on (079) 552 796.
DON'T MISS IT.



Basic Instinct

EAST FACTS

VEHICLE:	Datsun 1600
ENGINE:	L20B Steel Crank Lightened Flywheel
INDUCTION:	Twin 45mm Webers Custom Inlet Manifolds
HEAD:	Flowed, with Custom Camshaft
PISTONS:	88mm. Lightened & Balanced Rods
IGNITION:	Electronic
EXHAUST:	Custom Extractors, 2.5" pipe
GEARBOX:	Skyline, Hollinger 1st & 2nd
CLUTCH:	Solid centre Button
DIFFERENTIAL:	R180 locked - 4.6:1
BRAKES:	1" bore master cylinder, bias valve Front: Commodore discs, Landcruiser 4-spot calipers Rear: Bluebird TRX discs & calipers Hydraulic handbrake
WHEELS:	F: 175/14 Dunlop SP61R R: 185/14 Dunlop SP82R



NEXT MEETING - 20th NOVEMBER